WHISTLED TO WASH HONSHELL,

A Passing Towboat, for Aid, but No Attention was Paid to the Distress Signal, Unfavorable Comment on the Action of the Towboat-A Chat with the New Woman Pilot, Mrs. Gordon Green. Notes on Navigation and River News-

The Parkersburg, Wheeling and Pibtsburgh river packet, Ben Hur, had a narrow escape from being wrecked down the river on Saturday. Howevor, even if the boat had been lost it is probable the owners of the towboat Wash Honshell would have had to "pay the freight." The story is an in-teresting the story is an in-

"pay the freight." The story is an interesting one.

Coming out of Parkersburg Friday night the Ben Hur had been kept back by the intense darkness of the night, which had been followed by a dense fog in the early morning. At 9 o'clook Saturday morning she was making the crossing at Belmont, the old time oil town, below St. Mary's. The fog was still pretty dense and it soon developed that the crossing had been made too low. In fact, the pilot was out of his reckoning and the boat soon went hard on the dyke at the head of the Brothers' island, which extends from the island to the West Virginia shore.

Everything possible, almost, was done to get off, but without avail, and as the river was fulling, the situation was dangerous. If the boat could not be pulled off the dyke, she would surely be broken in two whon the river had fallen a few feet more.

About an hour after the packet had met with the mishap, a steamboat was sighted, coming down stream. The Ben Hur gave the usual signal of distress, five short blasts from her whist, which proved to be the Huntington & St. Louis Towhoat Company's towboat, Wash Honshell, however, paid no actention to the distress signals and went on down the river without even inquiring what was the trouble.

Had the Ben Hur been lost or badly damaged, this breach of the rules of

out even inquiring what was the trouble.

Had the Ben Hur been lost or badly damaged, this breach of the rules of the river would prove rather costly to the Honshell's owners. The government regulations provide that a passing steamer must invariably answer signals of distress and render any assistance possible, for which of course, the boat would be remunerated. No explanation is yet forthcoming of the reasons for the strange action of the Honshell's captain in paying no attention to the signals.

The stranded steamer was finally floated without outside assistance. A warp line was laid to the foot of the island and the boat's head was pulled out into the stream, after which the spars were set to work at the stern, with the result that the packet was floated at 2 o'clock in the afternoon.

A WOMAN PILOT.

Mrs. Gordon Green Tells of Her Experience on the River. Since Mrs. Gordon Green, wife of

Captain Green, of the Wheeling-Pittsburgh packet, H. K. Bedford, took out papers making her a fully authorized papers making her any document pilot on the river between Pittsburgh and Marletta, there has been much interest in the in-cident. The Piblisburgh Post prints an interview with Mrs. Green, in the course of which she tells her story as

interview with Mrs. Green, in the course of which she tells her story as follows:

"Well, it was very easy; you see, I spend a good bit of time in the pilot house with the captain—my husband, you know—and it is only natural that I should get to know the river. Of course, he took a great deal of pains to show me everything and often lot me try my hand at managing the boat. In the course of the five years of our married life I have seen a great deal of the river, and it seems very natural that I should learn something of it. It requires only a good memory to know the channel, and, as for learning to ring the bells, and how to handle the boat, that is comparatively easy.

"You see we have never gone to housekeeping yot. This boat has been my home ever since the captain and I were married, and I hearly always stand watch with him. Five years as a striker ought to qualify almost anyons for a pilot, even if they had a less able and willing instructor than I had."
"But do you like the river? Is your floating home as pleasant as one on the bank would be?" asked the report

the bank would be?" asked the reporter.

"Oh, yes. I flke the river ever so much. The captain has to be with his boat nearly all the time, and if we were keeping house we would be practically separated. Then I have very nice rooms here, and when I want to get away from the passengers I can retire to them. There is a constant change of scene, which is very agreeable, and then one is always meeting so many people that one knows. A great deal of my time is spent in the ploit house though, and altogether, I think it very nice to live on a boat.

"Do you intend to stand a regular watch on the boat?" queried the reporter.

indeed; I didn't get my license at. We have a pilot and Mr. for that, we have a pilot and Mr. Green stands one watch, so there is no necessity for my doing anything of the kind. I wanted my license because I felt that I was entitled to M. Then I can help the captain when he is on watch, or take the wheel for awhile for amusement if I like. If we should be left without a pilot for a time I could take a turn in the pilot house urtil we could get someone else. That is all the piloting I expect to do."

"But don't you find it hard work?"
"Oh, it is easy to handle the Piedford. It is a small boat you know, and by being careful I have no trouble. Sometimes the wheel throws me around a little, but I always manage to keep it under control."

little, but I always manage to keep it under control."

"Are we to infer from your entering the ranks of pilots that you look with favor on the new woman idea?

"Beveral of my friends have asked me that since I got my license," she said, laughing. "I always tell them that I don't bother much about such stuff. I am contented to be just what I am, a woman, in the good old-fashioned way. I don't think there is anything unwomanly or advanced in my being able to steer a bost, and I am contented to let the captain do the voting for the family."

The captain has a far ligher opinion of his wife's abilities than she has herself. In response to a query as, to

The captain has a far higher opinion of his wife's abilities than she has herself. In response to a query as, to whether he was not a little proud of his new pilot, he straightened himself up, and said in a way that was eloquent of his earnest sincerity:

"You bet I am."

Mrs. Greene was Miss Mary Becker before her marriage, and her home is on Little Muskingtum creek, six miles from Marietta. Her father was the proprietor of a prosperous country store, and before Captain Greene won her, at he age of twenty-two, she had proved herself a shrewd business woman. One of her brothers is a prominent physician of Cincinnad, and the family are at least well-to-do.

Mrs. Greene is the only woman who ever took out her initial license at the Pittsburgh office. Mrs. Callie French, however, renewed her papers as pilot at this port last year. She is the wife of the proprietor of the French's show boat, and is said to be the best pilot that ever turned the wheel on the Ruth, the little craft that pushes the show up and down the rivers. Mrs. T. P. Leathers is ilcensed as a pilot at the New Orleans office, and shands a regular watch on her husband's boat, the T. P. Leathers, running out of New Orleans. A Mrs. Miller, formerly held a pilot's factory of a "catch"—Arion the little craft that pushes the show up and down the rivers. Mrs. T. P. Leathers is ilcensed as a pilot at the New Orleans office, and shands a regular watch on her husband's boat, the T. P. Leathers, running out of New Orleans. A Mrs. Miller, formerly held a pilot's and ways sure of a "catch"—Arion one is always sure

on the river. Mrs. Ben Young, of Cincinnati, holds a master's license, and spends her time on her husband's boat, the Lee H. Brooks.

When the H. K. Bedford left the harbor Friday afternoon ,Mrs. Greene was in the pilot house, and her husband stood on the roof watching her clever manipulation of the big pilot wheel. As it spun around and the Bedford rounded out into the stream, he looked as well satisfied as if he owned the whole river.

TO ARRANGE THE DATE Of the Rivers and Harbors Committee's | Visit to the Ohio.

Of the Rivers and Harbors Committee's IVisit to the Ohio.

This morning Congressman Dovener and Mr. Charles Burdett Hart, the latter chairman of the Wheeling chamber of commerce committee on river improvement, will go to Pittsburgh and confer with Captain James A. Henderson, Captain Dravo and other river people, relative to the coming visit of the congressional committee on rivers and harbors to Pittsburgh and Wheeling and the trip down the river on the packet Virginia. It is said to be the general desire to have the committee here when the river is rather low-not too low, just low enough. For instance, it would not do to have the statesmen here when the Virginia could not navigate. Then again the river should be low enough to give the visitors a silent but effective argument for improvement of the stream. The committee will be here in March or April, probably, and the exact date will probably be settled to-day at Pittsburgh or soon after Capatin Dovener's return to Washington.

A BIG TIMBER RUN

Expected Out of the Guyandotte and Big Sandy Rivers.

HUNTINGTON, W. Va., Feb. 2.— Bulletins received from upper Guyandotte and Big Sandy rivers report heavy rain fall and the biggest timber run of the season is expected. Timber men are jubilant to-night.



YESTERDAY'S DEPARTURES.

Clarington. ...JEWEL. 3:30 p. m. Parkersburg. BEN HUR, 4 p. m.

Parkersburg, HEN HUR, 4 p. m.
BOATS LEAVING TO-MORROW.
Cincinnail....KEYSTONE STATE, 8 a. m.
Pittsburgh...HUNDSON, 8 a. m.
Pittsburgh...H. K. HEDFORD, 8 a. m.
Parkersburg Lifterty, 11 a. m.
Matamoras. LEXINGTON, 11 a. m.
Claringtom...JEWEL, 2:20 p. m.

Only two departures for to-day, Ben Hur and Jewel.

Supervising Inspector Chancellor is at frome in Parkersburg, after attend-ing the meeting of inspectors at Wash-ington.

It is not known when the Zanesville and Pittsburgh packet, Lorena, will resume. Nothing has been heard from Captain Dana Scott about her.

The Relief passed up with empties at 6 a.m. Ed Marks, of Wheeling, is her clever engineer. The Sam Brown followed at 7 a.m., with empties.

lowed at 7 a. m., with empties.
The big Cincinnati packets are now out on the regular day. The Keystone State passes Wheeling for Cincinnati on Tuesday, the Hudson on Thursday and the Virginia on Sunday. For Pibtsburgh they come as follows: Keystone State, Sunday; Hudson, Tuesday, and Virginia on Friday.
The fall in the river has ceased. Yesterday morning the marks at the public landing showed 7 feet 11 inches. Last evening at 6 o'clock the stage was 8 feet 2 inches and rising, a rise of 3

8 feet 2 inches and rising, a rise of 3 inches in twelve hours. Weather, rain and sleet and cooler.

and seet and cooler.

The Ruth was caught in the fog below and was late in passing up for Pktaburgh 'yesterday. She cleared from Wheeling at 1:30 p. m., with a good trip of produce and miscellaneous stuff from the Big Kanawha. Captain Ira Huntington was on the roof.

Huntington was on the roof.

The towboat, Raymond Horner, Captain Ab, Gould, has won a victory. As the flag-ship of the coal fleet she came into port at Louisville at 6 o'clock Friday morning from Phisburgh with her flags flying from the mastheads. She was shot down into the canni with a fleet of twelve coal boats—over 300,000 bushels of coal—having made the run from Phisburgh to Louisville without stopping, and in the remarkably quick time of three days and twenty-one hours, the quickest on record. Sam Fowler and John Dippold were the phots. The officers and crew of the Horner very naturally feel proud of the record. The Horner celebrated her fourteenth birthday Thursday.

Morganione—Blyer, 7, feet, inches

Morgantown-River 7 feet inches and raining.

Warren-River 4 feet 7 inches. Fair and saild.

Oil City-River 5 feet and rising.

Oil City-River 5 feet and rising.
Cloudy and mild.
Greensboro-River 11 feet 6 inches
and rising. Cloudy and cooler.
Pittshurgh-River 7 feet and rising
at he dam. Weather, cloudy and cool.
Steubenville-River 7 feet 11 inches
and rising. Cloudy and cool. UpKeystone State, H. K. Bedford, Hen
Hur, Relief, George Wood, Ruth, Sam
Brown.

Guy Bros.' Big Show.

Guy Bros.' Big Show.

A large and appreciative audience greeted the appearance of these old time favorites. The entertainment was first class, the singing, dancing and other specialties up to date. The Guy Bros. have introduced a number of new specialties this year which add materially to the show. The statuary work of the Guy Bros. is excellent and received much applause. The orchestra is second to none.—Buffalo Express.

This company will be the attraction at the Grand Monday, Tuesday and Wednesday evenings, and Wednesday matinee.

matinee.

"Sinbad" Saturday.

Manager David Henderson and his American Extravaganza Company, achieved a decided success at the Wheeling Opera House Saturday, when Wheeling Opera House Saturday, when two performances were given of "Sintod, or the Maid of Baisora." The piece was magnificently staged. Few scenic displays to equal it were ever put on the stage there, and the cast was adequate. The singing was good and the ballots very fine. The scenery was shipped to Newark, O., yesterday, and the company will leave for there this morning.

Strangers in the City and Wheeling Folks Abroad.

Folks Abroad.

Mr. J. K. Hall got home yesterday morning from the southern sojourn of the National Editorial Association. He reports an exceedingly enjoyable trip. The West Virginia members who took in the trip were Mr. Hall. W. S. Wiley. Of New Martinsille, Julius Fleming. Mrs. Thomas Evans and Mrs. Grant Lazzelle, of Morgantown. Edward Sperry, of Clarksburg. J. Silddell Brown, of Kingwood, Mr. and Mrs. James F. Thompson, of Martinsburg, J. O. Thompson, of Keyser, Charence L. Smith and wife, of Fairmont, and R. F. Dennis and wife, of Lewisburg. Over 500 people, representing nearly every state and territory in the union attended the convention and traveled over Florida in a special train.

Miss Lena Elig is the guest of friends G. E. Lester, of Fairmont, figures on the Stamm register.

W. J. Campbell, of Sistersville, was an arrival at the Behler.

Miss Besie Hanes, of the North End, is visiting Pittsburgh friends. L. M. Stephens, of New Martinsville, was at the McLure yesterday.

was at the McLure yesterday.

Ex-Officer James McGee is lying at his home on the Island seriously ill.

Rev. A. G. Robb, of Wheeling, preached at St. Clairaville yesterday.

Miss Mollle Hook left yesterday for an extended visit to friends at Pittsburgh.

T. H. Lee.

T. H. Jones, of Sistersville, and J. K. Dye, of Parkersburg, were at the

G. L. Caldwell, of Wellsburg, was in Wheeling yesterday, and autographed at the McLure.

F. C. Percivil, of Sistersville, was a fcLure arrival last evening. He is

McLure arrival last a well known oil man. Manager David Henderson and Misses Raymond and Elsing, of "Sin-bad," are at the McLure.

oud," are at the McLure.
General Manager George Heard, of
the Natural Gas Company of West Virginia, was at the McLure yesterday.
James McCann, of the Atlantic Tea
Company, left yesterday on the PanHandle for New York and other eastern
cities.

cities.

Dr. Joseph De Ray, a prominent Pittsburgh physician, was here on a professional visit yesterday, a guest at the McLare.

Mr. C. O. Browster, receiver of the Wheeling Bridge and Terminal Railway Company, left yesterday afternoon for New York.

Miss Mamie Grubb returned last night from Charleston, where she has been the guest of Governor MacCorkie's family for some days past.

Dr. West's Sad Frenk.

Dr. West's Sat Freak.

Saturday morning Dr. Charles West, of St. Clairsville, under the influence of morphine, walked and ran clear to Wheeling, under the hallucination that people were pursuing him to kill him. He stopped at the McLure house without his condition being noticed as especially bad, but later the hallucinations again returned and he ran out of the hotel. He was found and locked up until he was better, and then his brother, from Bellaire, took charge of him.

The De Wolf Hopper Opera Co.

The DeWolf Hopper Opera Co.

The DeWolf Hopper Opera Company will present that funniest of all comic operas, entitled "Dr. Synkax." In this city for the first time on Thursday evening, February 6, at the Opera House.

evening, February 6, at the Opera House.

This pretty, tuneful opera enjoyed a highly successful run of three morths at the Broadway Theatre, New York City, tast season, and at its termination the organization rhade a tour of the country and the opera was presented to immense audiences in Boston, Chicago, Philadelphia, and other large eastern and western cities. The company numbers seventy-five people, and includes nearly all the original favorites, who have been in the cast since initial presentaion of the opera in the metropolis. The production of "Dr. Syntax,"—as is usual with all the Hopper productions—will be given in this city in its entirety, as all the magnificent stage actings, picturesque and brilliant costumes and novel stage effects, including a mimic boat race between two college crews, will be used. The reserved seat sale will commence Tuesday morning.



days, weeks or even months, he will. Then he will be

he will. Then he will be at home occasionally for a day. He'll tell you he had a headaghe—a turn of cholera morbus, or maybe he'll say he had a lump in his stomach and felt too miserable to move. The lump was probably two or three ten-minute lunches condensed. They were hurried in, but they were taking their own time about getting out, or even "moving on." This is a great mistake, but as long as there's life there's a chance to rectify mistakes.

there's life there's a chance to rectify mistakes.

The man who "bolta" his lunches will find Dr. Pierce's. Pleasant Pellets the best friend he ever met. The "Pellets" may not hurry as much as the man does, but they will do the work for which they are intended—surely—promptly—effectually. effectually.

There is no case of biliousness, con-

There is no case of biliousness, constipation, indigestion, "heart-burn," or any of the rest of the night-mare breeding brood, that these little "Pellets" will not cure.

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I hereby certify that George
T. J. transons, the above many
sioners, have given bond and a
by the court and by law, and
security have been approved
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253 Eoff St., 2 rooms, \$12.
253 Eoff St., 2 rooms, third floor, \$2.
No. 35 Eighteenth St., 5 rooms.
No. 157 Fourteenth St., 5 rooms.
No. 157 Fourteenth St., 7 rooms.
No. 118 Morrow Alley, 2 rooms, \$1.
No. 1049 Main St., Lodge room.
No. 123 Chapline St., 2 rooms, \$2.
No. 153 Moved St., 5 rooms, \$3.
No. 154 High St., 2 rooms, \$3.
No. 156 High St., 3 rooms, \$3.
No. 156 High St., 3 rooms, \$5.
No. 157 McColloch St., store room and welling, 7 rooms.

welling, 7 rooms. No, 123 Thirty-third St., 5 rooms. 38. No, 1314 Market St., office rooms. House on Baker St., 3 rooms, \$8.

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